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CLASSIFICATION SECRET [REDACTED]

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CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

INFORMATION REPORT

CD NO. [REDACTED]

COUNTRY Germany (Russian Zone)

DATE DISTR. 5 June 1952

SUBJECT Construction Projects of the DDR Railroads

NO. OF PAGES 3

25X1A

NO. OF ENCLS. 4 annexes 25X1A
(LISTED BELOW) (Annexes 2,3,4)*SUPPLEMENT TO
REPORT NO. [REDACTED]

1. [REDACTED]

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25X1

2. The construction of a connecting curve near Buch, work on which had been postponed indefinitely, was included in the 1952 investment plan. The completion date for the project is 1 July 1952. Work on the staking out of the curve has been started. (2)

3. In 1951, work on the reconstruction of the Seddin marshaling yard was restricted to laying track. The switches required for arrival and departure lines and the connections between the tracks are still lacking so that most of the tracks at the marshaling yard cannot be used. As switches are a critical item in the Soviet Zone of Germany, source did not believe that construction work at the yard would be resumed in the foreseeable future. (3)

25X1

4. In early March 1952, source learned [REDACTED] that the Designs Bureau of the Berlin regional railroad headquarters, in February 1952, was ordered to improve grades and curves on the Treuenbrietzen-Delzig railroad line so that it can carry heavy freight trains. (4) Source also learned that the rail link between the southern section of the Berlin Outer Freight Ring and the line to Dresden was scheduled to be built south of Gross Deeren and not near Mahlow. (5)

25X1

5. [REDACTED]

6. The projected construction of the Loewenberg-Mberswalde railroad line, which in January 1952 was classified as a first priority project scheduled to cost 80 million eastmarks, was postponed when Director General Erwin Kramer departed for Moscow. Kramer had not returned by 28 February. (1)

25X1A

7. Construction projects previously not contained in the 1952 investment plan of the Berlin regional railroad headquarters include:
- a. Construction of a connecting curve in Brandenburg; estimated cost: 7.5 million eastmarks. (7)
 - b. Construction of a connecting curve in Gross Beeren; estimated cost: 5 million eastmarks. (5)
 - c. Improvement of the Trenenbrietzen-Jueterbog railroad line; estimated cost: 10 million eastmarks. (4)
 - d. Construction of a second track on the Gross Beeren-Jueterbog line; estimated cost: 6 million eastmarks.
 - e. Construction of a second track on the Seddin-Belzig line; estimated cost: 4 million eastmarks. (8)

8. Source learned [redacted] that work on the double tracking of the Ruhland-Falkenberg railroad line would be started on 1 April 1952. (9)

25X1

9. [redacted] a chart showing the organizational set-up of the Main Administration "Railroad Installations" and dated 1 February 1952 [redacted] 10)

25X1

10. [redacted]

25X1

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25X1A

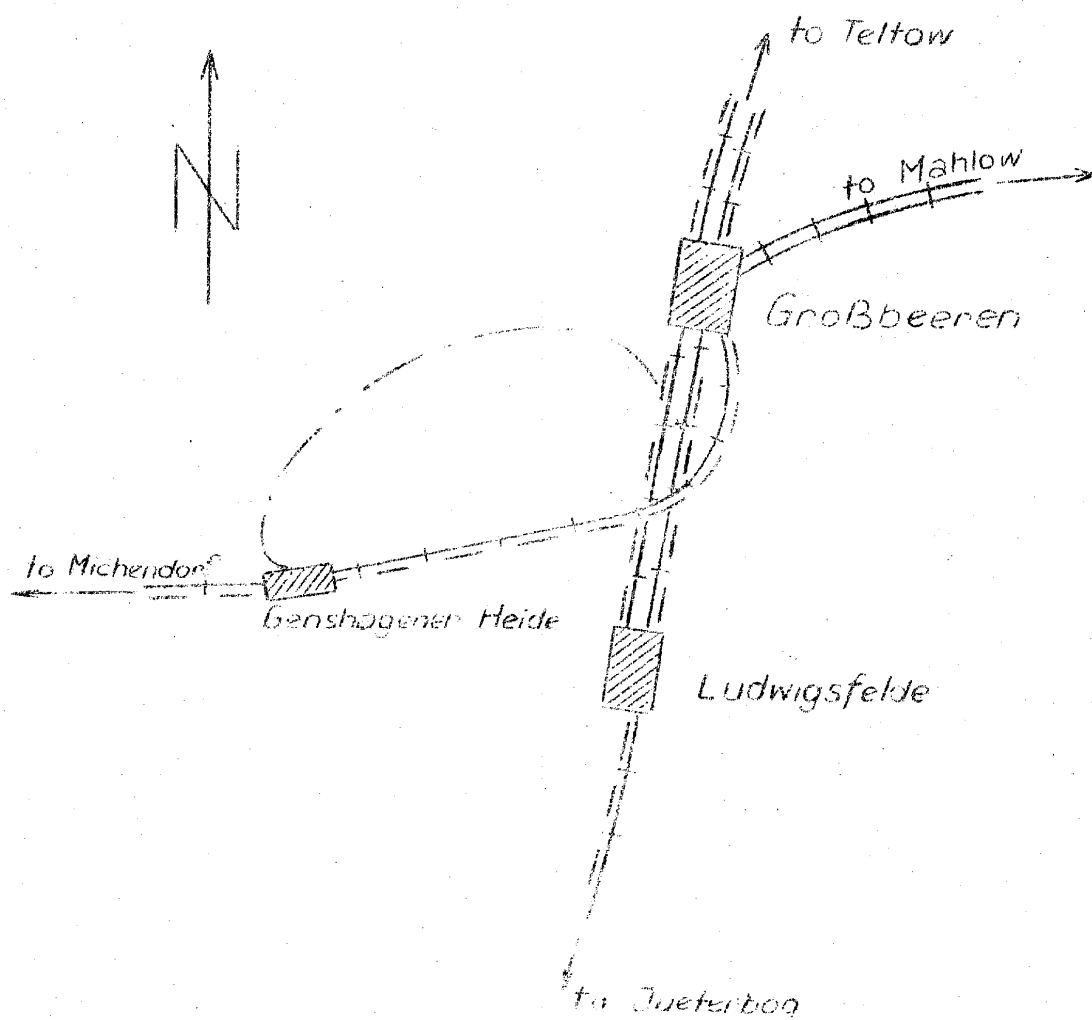
25X1A


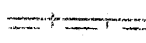

[] Comments.

- (1) This project was originally classified as a first priority project. Its postponement is reported for the first time. The reasons for this measure, if it is true, are unknown. 25X1A
- (2) This project, which had been postponed, is now to be executed. A sketch of the connecting curve was transmitted previously. [] 25X1A
- (3) Information on the reconstruction and capacity of the Seddin marshaling yard was transmitted previously. See [] 25X1A
- (4) The railroad facilities for the Dieterbog troop training grounds would be aided by an improvement of this line.
- (5) The construction of this connecting curve would improve the connections to the southern section of the Berlin Outer Freight Ring. For plan of the connecting line, see Annex 1.
- (6) Eiltendorf is the receiving station for the Foundry Combine East in Fuerstenberg/Oder. See Annex 2.
- (7) The planned construction of a connecting curve near Brandenburg was reported previously. See []
- (8) This construction project was reported previously.
- (9) This information is received for the first time. The improvement of the Muhlend-Falkenberg railroad line may be the first step for the creation of a new east-west route leading from Horka-Lehrkirch via Muhlend and Falkenberg toward Magdeburg or Leipzig and Erfurt.
- (10) For [] organizational chart, see Annex 3. The upper section of the [] shows the intended reorganization within the Directorate General, Railroads, Berlin, while the lower section shows the corresponding organizational set-up at the regional railroad headquarters. A similar organizational plan was transmitted previously. The implementation of the plan has not been reported to date.
- (11) For [] construction plan, see Annex 4. Information on the construction of the Muhlende marshaling yard was transmitted previously. For last reports, see [] 25X1A
- (12) These letters underline the previously known difficulties of supplies of switches.

25X1

Annex 1



-  - double track
-  - single track
-  - planned track

not to scale

25X1A

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